

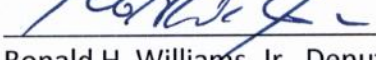


To the Honorable Council
City of Norfolk, Virginia

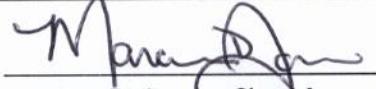
February 23, 2016

From: George M. Homewood, AICP, CFM, Planning Director

Subject: **General Plan amendment to adopt the Coastal Character District and associated actions, and Zoning Ordinance text amendments to Section 2-3 "Definitions", Table 4-B "Yard Requirements in Residential Districts", Section 15-4 "Motor vehicle parking design standards", Table 15-A "Table of Minimum Parking Requirements", and Table 15-B "Table of Bicycle Parking Requirements" to define "Character district, coastal", to adopt the Coastal Character District boundaries, and to amend various development and design standards to apply the district.**

Reviewed: 
Ronald H. Williams, Jr., Deputy City Manager

Ward/Superward: Citywide

Approved: 
Marcus D. Jones, City Manager

Item Number: **PH-4**

- I. **Staff Recommendation: Approval.**
- II. **Commission Action:** By a vote of **7 to 0**, the Planning Commission recommends **Approval**.
- III. **Request:** To amend *plaNorfolk2030* and the *Zoning Ordinance* to create the "Coastal Character District"
- IV. **Applicant: City Planning Commission**
- V. **Description:**
 - The proposed amendments will establish the Coastal Character District as a fourth character district in both *plaNorfolk2030* and the *Zoning Ordinance*.
 - These amendments will begin the process of encouraging a more appropriate development form for the Ocean View area, to be implemented in future zoning changes through the comprehensive Zoning Ordinance Rewrite that is presently underway.

Staff point of contact: Jeremy Sharp at 823-1087, jeremy.sharp@norfolk.gov

Attachments:

- Staff Report to CPC dated January 28, 2016 with attachments
- Proponents and Opponents
- Ordinance

Planning Commission Public Hearing: January 28, 2016

Executive Secretary: George M. Homewood, AICP, CFM

Staff: Jeremy E. Sharp, AICP

Staff Report	Item No. 1	
Applicant	City Planning Commission	
Requests	General Plan Amendment	Amend <i>plaNorfolk2030</i> to adopt the Coastal Character District with associated Actions.
	Zoning Ordinance Text Amendment	Amend Section 2-3, "Definitions," Table 4-B, "Yard Requirements in Residential Districts," Section 15-4, "Motor vehicle parking design standards," Table 15-A, "Table of Minimum Parking Requirements," and Table 15-B, "Table of Bicycle Parking Requirements," of the Zoning Ordinance to define "Character district, coastal," to adopt the Coastal Character District boundaries and to amend various development and design standards to apply the district.

A. Summary of Request

- This agenda item is to amend both *plaNorfolk2030* and the *Zoning Ordinance* to create a fourth character district, the "Coastal Character District".
 - The proposed plan amendments will add a definition for "Coastal" to the list of Character Districts and will delineate the boundaries on the Character Districts map.
 - The proposed plan amendments will also add two actions that will encourage a more appropriate development form in the Coastal Character District as well as within the other character districts in certain circumstances.
 - The proposed zoning text amendments will add a definition for "Coastal" to the list of Character Districts and will apply the new district to the parking and townhouse development standards (currently the only areas where Character Districts are utilized).
- The proposed *plaNorfolk2030* amendments establish the Coastal Character District concept and establish new policy direction regarding development form standards and guidelines throughout the city.
- The proposed *Zoning Ordinance* amendments do not modify current standards in any way, as they apply the same standards (for parking and townhouse development standards) for both the Coastal and the Suburban Character Districts.
- The need for an additional Character District to apply to the Ocean View area of the city began to be discussed in early 2015 as a way to ensure that new developments in the area reflect the "coastal" character of existing Ocean View neighborhoods.

- The City Planning Commission discussed the potential for a new Character District during a June 2015 work session.
- Staff developed a draft proposal and presented it to the Ocean View Task Force in July 2015 and meetings of five civic leagues through the summer and fall.
- Staff refined the initial draft proposal based on the public input received and presented it at a community meeting held in Ocean View in December 2015.
- Based on the input at the December meeting, additional modifications were made to the proposed Coastal Character District boundaries, resulting in a final proposal.

B. Plan Consistency

The preparation of amendments such as these is directly in keeping with Land Use Goal 1 of *plaNorfolk2030*, which calls for ensuring that the type and quality of land uses complements or enhances the community's physical characteristics.

C. Financial Impact

The actions being added to *plaNorfolk2030* will require some budget expenditure on the part of the city to prepare new development standards and pattern books.

D. Traffic Impact

The impact of the proposed amendments on the city's transportation networks should be minimal.

E. Impact on the Environment

The impact of the proposed amendments on the city's environment should be minimal.

F. Communication Outreach/Notification

- The planning department presented the concept at the July 2015 meeting of the Ocean View Task Force, and at regular meetings of the the Ocean View, Greater Pinewell, Cottage Line, East Ocean View, and Bayview Civic Leagues between August and November of 2015.
- The planning department hosted a community meeting in Ocean View to present and receive input on the proposed amendments on December 3, 2015.
- Legal notification was placed in *The Virginian-Pilot* on January 14 and January 21.

G. Recommendation

Staff recommends that the requested amendments to *plaNorfolk2030* and the *Zoning Ordinance* be **approved**.

Attachments:

Proposed plan and zoning amendments

Proponents and Opponents


Proponents

None

Opponents

None

Form and Correctness Approved: 

Contents Approved: 

By 

Office of the City Attorney

By 

DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO ESTABLISH THE BOUNDARIES OF THE COASTAL CHARACTER DISTRICT FOR PURPOSES OF APPLYING PROVISIONS OF THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That the properties generally bounded on the south by the waters of Little Creek and Willoughby Bay, on the east by the Little Creek inlet, on the north by the waters of the Chesapeake Bay, and on the west by the end of Willoughby Spit (as shown on the map attached hereto and marked as "Exhibit A") are hereby designated as lying within the "Coastal Character District" for purposes of applying the provisions of the Zoning Ordinance of the City of Norfolk, 1992 (as amended). The location of the boundary is more specifically delineated as follows:

Beginning at the point of intersection of the centerline of the I-64 Hampton Roads Bridge Tunnel with the city limit of the City of Norfolk, thence eastwardly along the city limit of the City of Norfolk to its intersection with the city limit of the City of Virginia Beach; thence southwardly along the city limit of the City of Virginia Beach to its intersection with the centerline of East Little Creek Road; thence westwardly approximately 1,330 feet along the centerline of East Little Creek Road to a point approximately 165 feet west of its intersection with the centerline of Thompson Road; thence northwardly along the western property line of the properties fronting the western side of Thompson Road to its intersection with the southern shoreline of Little Creek; thence northwardly approximately 1,200 feet to the centerline of the main navigation channel of Little Creek; thence westwardly along the centerline of the main navigation channel of Little Creek to a point approximately 550 feet south of the intersection of centerlines of Pretty Lake Avenue and Whit Avenue; thence northwardly approximately 100 feet to the southern property line of the properties fronting the

southern side of Pretty Lake Avenue; thence westwardly along the southern property line of the properties fronting the southern side of Pretty Lake Avenue to its intersection with the eastern line of Inlet Road; thence southwardly approximately 40 feet to a point approximately 170 feet north of the intersection of the centerlines of Inlet Road and Inlet Point Road; thence westwardly approximately 90 feet to its intersection with the northern line of a city-owned right-of-way containing a drainage ditch tributary to Little Creek; thence westwardly along the northern line of the city-owned right-of-way approximately 1,090 feet, thence northwestwardly approximately 60 feet, crossing the centerline of Capeview Avenue, to a point where it intersects the northern line of the city-owned right-of-way; thence westwardly along the northern line of the city-owned right-of-way approximately 1,030 feet, thence westwardly approximately 30 feet to a point where it intersects the centerline of Grove Avenue; thence northwardly along the centerline of Grove Avenue to a point approximately 125 feet north of its intersection with Grove Court; thence westwardly approximately 20 feet to the northeastern property line of the properties fronting the northeastern side of Grove Court; thence northwestwardly approximately 350 feet along the northeastern property line of the properties fronting the northeastern side of Grove Court, thence northeastwardly approximately 250 feet along the southeastern property line of the properties fronting the southeastern end of Jana Court, thence northwestwardly approximately 520 feet along the southwestern property line of the properties fronting the southwestern side of Parkview Avenue, thence northeastwardly approximately 45 feet along the southeastern property line of the properties fronting the southeastern side of Beaumont Street, thence northwestwardly approximately 100 feet along the southwestern property line of the properties fronting the southwestern side of Parkview Avenue, thence northwestwardly approximately 20 feet to its intersection with the centerline of Beaumont Street; thence southwestwardly approximately 55 feet, thence northwestwardly approximately 15 feet to the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 600 feet along the southwestern property line of the properties fronting

the southwestern side of Virgilina Avenue, thence northeastwardly approximately 30 feet along the southeastern property line of the properties fronting the southeastern side of Willow Terrace, thence northwestwardly approximately 120 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 45 feet, crossing the centerline of Willow Terrace, to its intersection with the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 120 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence southwestwardly approximately 30 feet along the northwestern property line of the properties fronting the northwestern side of Willow Terrace, thence northwestwardly approximately 560 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 50 feet, crossing the centerline of Sturgis Street, to its intersection with the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 420 feet to its intersection with the centerline of Morwin Street; thence northeastwardly approximately 85 feet along the centerline of Morwin Street to a point approximately 60 feet south of its intersection with the centerline of Virgilina Avenue; thence northwestwardly approximately 20 feet to its intersection with the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 635 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 50 feet, crossing the centerline of Beach View Street, to its intersection with the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 600 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 50 feet, crossing the centerline of Warwick Avenue, to its intersection with the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue;

thence northwestwardly approximately 545 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northeastwardly approximately 20 feet along the southeastern property line of the properties fronting the southeastern side of Atlans Street, thence northwestwardly approximately 100 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 45 feet, crossing the centerline of Atlans Street, to the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 105 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence southwestwardly approximately 25 feet along the northwestern property line of the properties fronting the northwestern side of Atlans Street, thence northwestwardly approximately 400 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northeastwardly approximately 55 feet, crossing the centerline of Chesapeake Street, to the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue; thence northwestwardly approximately 100 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence southwestwardly approximately 25 feet along the northwestern property line of the properties fronting the northwestern side of Chesapeake Street, thence northwestwardly approximately 485 feet along the southwestern property line of the properties fronting the southwestern side of Virgilina Avenue, thence northwestwardly approximately 50 feet to the centerline of Chesapeake Boulevard; thence northeastwardly approximately 285 feet along the centerline of Chesapeake Boulevard to a point approximately 650 feet south of its intersection with the centerline of East Ocean View Avenue, thence northwestwardly approximately 50 feet to its intersection with the northeastern property line of the Ocean View Golf Course; thence northwestwardly approximately 1,120 feet along the northeastern property line of the Ocean View Golf Course, thence northwestwardly approximately 30 feet to its intersection with the centerline of Norfolk Avenue;

thence northeastwardly approximately 75 feet, thence northwestwardly approximately 50 feet to its intersection with the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue; thence northwestwardly approximately 265 feet along the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue, thence northwestwardly approximately 35 feet to its intersection with the centerline of Sherwood Place; thence southwestwardly approximately 55 feet along the centerline of Sherwood Place, thence northwestwardly approximately 30 feet to its intersection with the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue; thence northwestwardly approximately 260 feet along the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue, thence northwestwardly approximately 100 feet, crossing the centerline of Hammett Parkway, to its intersection with the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue; thence northwestwardly approximately 130 feet along the southwestern property line of the property fronting the southwestern side of East Ocean View Avenue, thence northeastwardly approximately 50 feet along the northwestern property line of the properties fronting the southwestern side of East Ocean View Avenue, thence northwestwardly approximately 135 feet along the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue, thence northwestwardly approximately 95 feet, crossing the centerline of Wells Parkway, to its intersection with the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue; thence northwestwardly approximately 130 feet along the southwestern property line of the properties fronting the southwestern side of East Ocean View Avenue, thence southwestwardly approximately 100 feet along the southeastern property line of the properties fronting the southeastern side of Selby Place, thence northwestwardly approximately 135 feet along the southwestern property line of 9642 Selby Place, thence northwestwardly approximately 25 feet to the centerline of Selby Place; thence southwestwardly approximately 50 feet along the centerline of Selby Place to a point approximately 235 feet southwest of its intersection with the centerline of the northbound lanes

of Granby Street; thence northwestwardly approximately 25 feet to its intersection with the southwestern property line of the properties fronting the southern side of Granby Street; thence northwestwardly approximately 140 feet along the southwestern property line of the properties fronting the southern side of Granby Street, thence southwestwardly approximately 450 feet along the southeastern property line of the properties fronting the southeastern side of Granby Street, thence southwestwardly approximately 35 feet to the centerline of East Seaview Avenue; thence northwestwardly approximately 200 feet along the centerline of East Seaview Avenue to its intersection with the centerline of Granby Street; thence southwestwardly approximately 845 feet along the centerline of Granby Street, to a point approximately 125 feet southwest of the intersection of the centerlines of Granby Street and Government Avenue; thence northwestwardly approximately 65 feet to the southeastern property line of the properties fronting the northwestern side of Granby Street; thence northwestwardly approximately 815 feet along the southwestern property line of the properties fronting the southwestern side of West Government Avenue, thence southwestwardly approximately 100 feet along the southeastern property line of the properties fronting the southeastern side of 1st View Street, thence southwestwardly approximately 30 feet to its intersection with the centerline of Dupre Avenue; thence northwestwardly along the centerline of Dupre Avenue approximately 305 feet to its intersection with the centerline of 1st View Street; thence northeastwardly along the centerline of 1st View Street approximately 255 feet to its intersection with the centerline of West Government Avenue; thence northwestwardly approximately 2,125 feet along the centerline of West Government Avenue to its end, at a point approximately 275 feet northwest of its intersection with the centerline of Garrett Avenue; thence northwestwardly approximately 435 feet to its intersection with the centerline of Interstate 64, thence northwardly then westwardly approximately 3,400 feet along the centerline of Interstate 64 to its intersection with Willoughby Bay; thence westwardly across Willoughby Bay to its intersection with the city limit of the City of Norfolk; thence northeastwardly along the city limit of the City of Norfolk to its intersection with the centerline of

the I-64 Hampton Roads Bridge Tunnel.

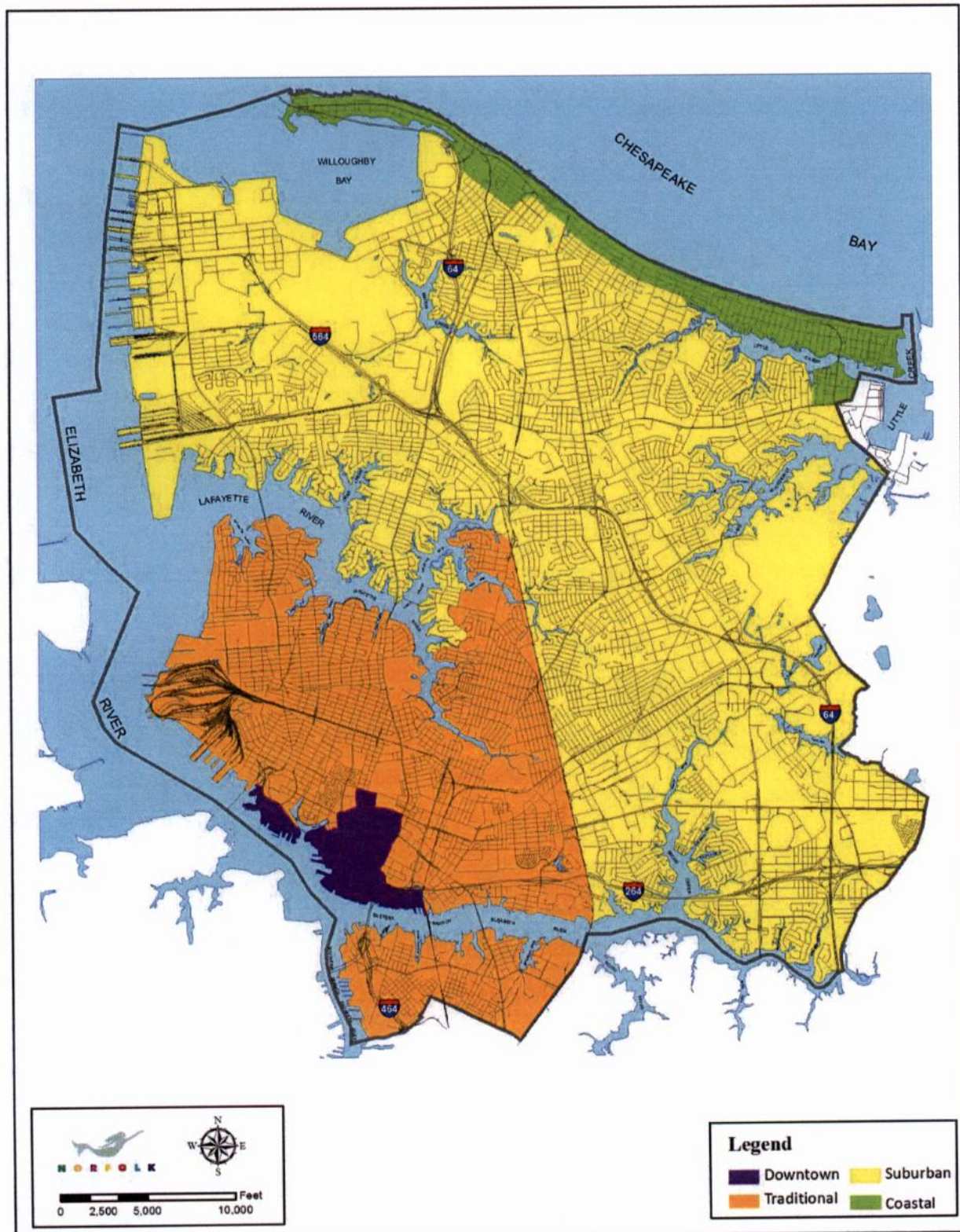
Section 2:- That the official Zoning Map for the City of Norfolk is hereby amended and reordained so as to reflect the foregoing Character District designations.


Section 3:- The Council hereby finds that this zoning amendment is required by public necessity, convenience, general welfare, or good zoning practice.

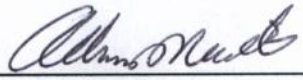
Section 4:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENT:
Exhibit A (1 page)

EXHIBIT A



Form and Correctness Approved: 

By 
Office of the City Attorney

Contents Approved: 

By 
DEPT. _____

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992, IN ORDER TO ADD A DEFINITION FOR "COASTAL CHARACTER DISTRICT" AND TO INDICATE WHICH PROVISIONS RELATING TO PARKING REQUIREMENTS AND MINIMUM REQUIRED YARDS WILL APPLY IN THAT CHARACTER DISTRICT.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That Section 2-3 of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Definitions," is hereby amended so as to add a definition for the new term "Coastal Character District." The definition shall read as set forth in "Exhibit A," attached hereto.

Section 2:- That Table 4-B of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Yard Requirements Residence Districts," is hereby amended so as to define the required yards for property zoned R-10 through R-15 and UR within the Coastal Character District. The amended table shall read as set forth in "Exhibit B," attached hereto.

Section 3:- That section 15-4.1(b) of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Locational standards for parking areas," is hereby amended so as to define what locational parking standards shall apply within the Coastal Character District. The text shall read as set forth in "Exhibit C," attached hereto.

Section 4:- That section 15-4.2(c) of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Townhouses and semi-detached dwellings," is hereby amended so as to define what driveway access regulations shall apply within the Coastal Character District. The amended table shall read as set forth in "Exhibit D," attached hereto.

Section 5:- That Table 15-A of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Table of Minimum Parking Requirements," is hereby amended so as to define the

requirements for vehicular parking within the Coastal Character District. The amended table shall read as set forth in "Exhibit E," attached hereto.

Section 6:- That Table 15-B of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Table of Bicycle Parking Requirements," is hereby amended so as to define the requirements for bicycle parking within the Coastal Character District. The amended table shall read as set forth in "Exhibit F," attached hereto.

Section 7:- The Council hereby finds that this zoning amendment is required by public necessity, convenience, general welfare, or good zoning practice.

Section 8:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENTS:

Exhibit A (1 page)
Exhibit B (2 page)
Exhibit C (1 page)
Exhibit D (1 page)
Exhibit E (3 page)
Exhibit F (2 page)

Exhibit A

2-3 Definitions.

...

Character district, coastal. Area of the city that has been generally developed in a linear fashion centered on Ocean View Avenue, broken up by a repeating pattern of north-south streets leading to beach accesses, and developed with an eclectic mix of housing types interspersed with neighborhood-scale commercial uses.

...

Exhibit B

TABLE 4-B
YARD REQUIREMENTS RESIDENCE DISTRICTS
(In Linear Feet)

District	Residential Uses	Front Yard	Corner Side Yard ⁽³⁾	Interior Side Yard ⁽³⁾	Rear Yard
R-1	Single-Family	Avg./25 ⁽¹⁾	25	10	25
R-2	Single-Family	Avg./25 ⁽¹⁾	25	10	25
R-3	Single-Family	Avg./25 ⁽¹⁾	25	10	25
R-4	Single-Family	Avg./25 ⁽¹⁾	25	10	25
R-5	Single-Family	Avg./25 ⁽¹⁾	10	10	25
R-6	Single-Family	Avg./25 ⁽¹⁾	10	5	25
R-7	Single-Family	Avg./25 ⁽¹⁾	10	5	25
R-8	Single-Family	Avg./25 ⁽¹⁾	10	5	25
R-9	Single-Family	Avg./25 ⁽¹⁾	10	3	25
R-10 through R-15 and UR	Townhouse or Semi-Detached Dwelling (located in Traditional or Downtown character district)	Minimum = 5 Maximum = 12	10	5	20
R-10 through R-15 and UR	Townhouse or Semi-Detached Dwelling (located in Suburban or Coastal character district)	Minimum = 10 Maximum = 15 ⁽⁵⁾	10	10 ⁽⁶⁾⁽⁷⁾	20
R-11	Single-Family and Two-Family (lots at least 50 feet in width)	20	10	5	25
R-11	Single-Family (lots less than 50 feet in width)	20	10	3.5	25
R-11	Multi-Family—Moderate Density	20	10	10 ⁽⁴⁾	25
R-12	Single-Family and Two-Family (lots at least 50 feet in width)	20	10	5	20
R-12	Single-Family (lots less than 50 feet in width)	20	10	3.5	20
R-12	Multi-Family—Medium Density	20	10	10 ⁽⁴⁾	20
R-13	Multi-Family—Moderately High Density	20	10	10 ⁽²⁾	25
R-14	Multi-Family—High Density	20	10	10 ⁽²⁾	25
R-15	Multi-Family—High Density	20	10	10 ⁽²⁾	25
UR	Group Home for the Handicapped	15	5	3.5	5

UR	Single-Family (with or without auxiliary structure)	15	5	3.5	5
	Nonresidential Uses				
	Recreation Center, Community (private)	25	10	25	25
	Recreation Center, Community (public)	25	10	25	25
	Congregate Housing	20	10	10	25
	Park	None	None	None	None
	Group Home for the Handicapped	20	10	10	25
	Religious Institution	25	10	25	25
	Group Home	20	10	10	25
	Day Care Center, Child	25	10	25	25
	Day Care Center, Adult	25	10	25	25
	Dormitory	20	10	10	25
	Fraternity/Sorority House	20	10	10	25
	Utility Facility	20	10	10	25
	Governmental Operations (non-industrial)	20	10	10	25

Notes:

- (1) Front yard requirements may be the average of the existing front yards on adjacent properties; however, in no case shall such front yard be required to be more than twenty-five (25) feet. If there are no structures on an adjacent zoning lot the required front yard of that zoning lot shall be twenty-five (25) feet.
- (2) The required interior yard shall be five (5) feet for single-, semi-detached and two-family residences.
- (3) On nonconforming residential lots which are less than 40 feet in width, side yards or corner side yards not less than three (3) feet shall be provided.
- (4) Side yards shall have a combined width of not less than thirty (30) feet, and there shall be at least ten (10) feet of space between buildings on the same site.
- (5) Upon consideration and approval of a special exception requesting such, these minimum and maximum dimensions for the required front yard of any townhouse or semi-detached dwelling located in the Suburban character district may be modified.
- (6) Whenever the interior yard abuts a residential zoning district that requires less than a ten (10) foot interior side yard, the interior side yard required for the townhouse or semi-detached dwelling may be reduced to match the interior side yard requirement of the abutting residential zoning district.
- (7) The required interior yard located at the ends of any joined set of townhouses or semi-detached dwellings shall be five (5) feet.

Exhibit C

15-4 Motor vehicle parking design standards.

15-4.1 *Locational standards for parking areas.*

...

(b) *Uses other than residential uses.* For all uses other than residential, all surface motor vehicle parking and maneuvering areas shall be located as follows:

- (1) *Suburban and Coastal.* In the Suburban and Coastal Character Districts, parking shall not be located in any required yard adjacent to a public street, any required buffer yard, or any open space.

...

...

Exhibit D

15-4 Motor vehicle parking design standards.

...

15-4.2 *Design standards for parking areas.*

...

(c) *Townhouses and semi-detached dwellings.* All design standards applicable to parking areas, driveways and accesses for single-family homes set forth above shall likewise apply to townhouses and semi-detached dwellings subject to the following additional limitations:

- (1) No driveway or access shall be provided anywhere in the front yard of townhouses or semi-detached dwellings located in the Traditional or Downtown character districts.
- (2) No driveway or access shall be provided anywhere in the front yard of townhouses or semi-detached dwellings located in the Suburban or Coastal character districts except upon consideration and approval of a special exception requesting an increase in the maximum dimensions for the required front yard on properties located in the Suburban or Coastal character districts.

...

Exhibit E

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS

LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet				
	DOWNTOWN	TRADITIONAL	SUBURBAN and COASTAL	EXCEPTIONS/COMMENTS
ALL LAND USES				
RESIDENTIAL USES (except as listed below)	2 per DU (1 per DU for adaptive reuse of existing buildings)	2 per DU (1 per DU for adaptive reuse of existing buildings)	2 per DU	No spaces required for lots less than 40 feet in width
Congregate Housing	0.33 per LU	0.33 per LU	0.33 per LU	
Continuing Care Retirement Community	0.5 per DU	1 per DU	1 per DU	
Dormitory	Zoning Administrator Determination	Zoning Administrator Determination	Zoning Administrator Determination	
Fraternity, Sorority House	2 per BDRM	2 per BDRM	2 per BDRM	
Mixed Uses	Depends on mix	Depends on mix	Depends on mix	
Multi-Family	1.5 per DU	1.6 per DU	1.75 per DU	
Nursing Home	0.67 per LU	0.67 per LU	0.67 per LU	
Rooming House	1 plus 1 per BDRM	1 plus 1 per BDRM	1 plus 1 per BDRM	
Townhouse	1.5 per DU	1.75 per DU	2 per DU	
Two-Family	2 per DU	2 per DU	2.5 per DU	
OFFICE USES All Office, except as listed below	1 per 600 SF (*max. parking = 125% of the min. requirement)	1 per 300 SF (*max. parking = 125% of the min. requirement)	1 per 250 SF (*max. parking = 125% of the min. requirement)	No spaces required for buildings <2,000 SF located on a separate zoning lot
Office/Clinic, Medical	1 per 500 SF	1 per 250 SF	1 per 250 SF	
COMMERCIAL USES (except as listed below)	1 per 600 SF (*max. parking = 125% of the min. requirement)	1 per 300 SF (*max. parking = 125% of the min. requirement)	1 per 250 SF (*max. parking = 125% of the min. requirement)	No spaces required for buildings located on a separate zoning lot with <2,000 SF of building floor space

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS

LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet	DOWNTOWN	TRADITIONAL	SUBURBAN and COASTAL	EXCEPTIONS/COMMENTS
Antique Store	1 per 1,250 SF	1 per 625 SF	1 per 500 SF	
Art Gallery	1 per 1,250 SF	1 per 625 SF	1 per 500 SF	
Automobile and Truck Rental	1 customer vehicle space per 500 SF	1 customer vehicle space per 500 SF	1 customer vehicle space per 500 SF	(Spaces for customer parking shall be marked separately)
Automobile and Truck Repair	3 per bay	3 per bay	3 per bay	
Automobile Sales and Service	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	(Spaces for customer parking shall be marked separately)
Bed and Breakfast	0.67 per guest room plus resident spaces	1 per guest room plus resident spaces	1 per guest room plus resident spaces	
Boat Sales and Service	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	
Car Wash (Self-Service)	1 per bay	1 per bay	1 per bay	
Convenience Store, 24-Hours (with fuel sales)	1 per 125 SF	1 per 125 SF	1 per 100 SF	
Eating/Eating & Drinking/ Entertainment Establishment	1 per 250 SF of enclosed building area	1 per 175 SF of enclosed building area	1 per 150 SF of enclosed building area	
Funeral Home	1 per 175 SF assembly area	1 per 175 SF assembly area	1 per 150 SF assembly area	
Gas Station	1 per 125 SF	1 per 125 SF	1 per 125 SF	
Health and Fitness Facility	1 per 250 SF	1 per 175 SF	1 per 150 SF	
Hotel/Motel	0.67 per room	1.0 per room	1.3 per room	
Kennel	1 per 400 SF	1 per 400 SF	1 per 400 SF	
Marina	½ per slip	½ per slip	½ per slip	
Mini-Warehouse	3 plus 1 per 100 units	3 plus 1 per 100 units	3 plus 1 per 100 units	
Recreational Sports, Outdoor	Zoning Administrator	Zoning Administrator	Zoning Administrator	
Studio, Arts/Dance	1 per 1,200 SF	1 per 600 SF	1 per 500 SF	
Taxicab Operation	n/a	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	
Theater	1 per 12 seats	1 per 6 seats	1 per 5 seats	
PUBLIC AND CIVIC USES (except as listed below)	Zoning Administrator	Zoning Administrator	Zoning Administrator	(*no max. parking required)

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS

LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet	DOWNTOWN	TRADITIONAL	SUBURBAN and COASTAL	EXCEPTIONS/COMMENTS
Airport	n/a	n/a	1 per 500 SF of passenger waiting and service area	
Broadcast Studio	1 per 1,000 SF	1 per 500 SF	1 per 400 SF	
Day Care Center, Adult	1 plus 1 per 12 attendees	1 plus 1 per 12 attendees	1 plus 1 per 10 attendees	
Day Care Center, Child	1 per 250 SF	1 per 250 SF	1 per 250 SF	
Day Care Home	1 plus resident spaces	1 plus resident spaces	1 plus resident spaces	
Hospital	1 per 300 SF	1 per 300 SF	1 per 250 SF	
Library	1 per 1,600 SF	1 per 800 SF	1 per 500 SF	
Membership Organization/Hiring Hall/ Religious Institution	1 per 65 SF assembly area	1 per 60 SF assembly area	1 per 50 SF assembly area	
INDUSTRIAL USES (except as listed below)	1 per 850 SF	1 per 850 SF	1 per 850 SF	(*no max. parking required)
Automobile Storage Yard	n/a	1 per 500 SF	1 per 500 SF	
Boat Dry Storage Facility	n/a	1 per 1,250 SF	1 per 1,250 SF	
Heavy Equipment Rental, Sales and Service	n/a	1 per 500 SF	1 per 500 SF	
Moving and Storage	n/a	1 per 2,000 SF	1 per 2,000 SF	
Recycling Collection Station	n/a	1 per 500 SF	1 per 500 SF	
Recycling Processing Center	n/a	1 per 500 SF	1 per 500 SF	
Ship Chandler	1 per 2,000 SF	1 per 2,000 SF	1 per 2,000 SF	
Trucking Terminal	n/a	1 per 2,000 SF	1 per 2,000 SF	
Warehouse/Wholesale	1 per 1,250 SF	1 per 1,250 SF	1 per 1,250 SF	

*All parking maximums are subject to the provisions of section 15-3.2 of this ordinance.

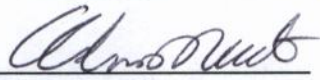
Exhibit F

TABLE 15-B – TABLE OF BICYCLE PARKING REQUIREMENTS


LAND USES (All spaces are for short-term parking unless otherwise noted)	BICYCLE PARKING CALCULATIONS		
	DOWNTOWN CHARACTER DISTRICT	TRADITIONAL CHARACTER DISTRICT	SUBURBAN and COASTAL CHARACTER DISTRICT
RESIDENTIAL USES (only applicable to Multi-Family as listed below)			
Multi-Family Dwelling	1 per 4 dwelling units (at least 75% of required minimum shall be long-term)	1 per 5 dwelling units (at least 75% of required minimum shall be long-term)	1 per 6 dwelling units (at least 75% of required minimum shall be long-term)
OFFICE USES (unless otherwise listed below)	1 per 1,200 gsf (at least 25% of required minimum shall be long-term)	1 per 1,500 gsf (at least 25% of required minimum shall be long-term)	1 per 2,000 gsf (at least 25% of required minimum shall be long-term)
Office, Veterinary	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
COMMERCIAL USES (unless otherwise listed below)	1 per 1,200 gsf (at least 10% of required minimum shall be long-term)	1 per 1,500 gsf (at least 10% of required minimum shall be long-term)	1 per 2,000 gsf (at least 10% of required minimum shall be long-term)
Kennel	N/A	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
Marina or Yacht Club	1 per 600 gsf of assembly area	1 per 750 gsf of assembly area	1 per 1,000 gsf of assembly area
Hotel/Motel	1 per 20 lodging units (at least 90% of required minimum shall be long-term)	1 per 30 lodging units (at least 90% of required minimum shall be long-term)	1 per 40 lodging units (at least 90% of required minimum shall be long-term)
Mini-Storage	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
Auto-Dependent Uses: Auto Rental/Repair/Sales/ Car Wash	3 per 20,000 gsf (short-term) 3 per 20,000 gsf (long-term)	2 per 20,000 gsf (short-term) 2 per 20,000 gsf (long-term)	1 per 20,000 gsf (short-term) 1 per 20,000 gsf (long-term)
PUBLIC AND CIVIC USES (unless otherwise listed below)	1 per 1,200 gsf (at least 25% of required minimum shall be long-term)	1 per 1,500 gsf (at least 25% of required minimum shall be long-term)	1 per 2,000 gsf (at least 25% of required minimum shall be long-term)
Airport	N/A	N/A	1 per 12,000 gsf of waiting/queuing area
Amphitheater, Arena, Stadium, Conference Center	1 per 35 seats and 1 space per 2,000 gsf of non-seated assembly area	1 per 40 seats and 1 space per 3,000 gsf of non-seated assembly area	1 per 75 seats and 1 space per 5,000 gsf of non-seated assembly area

LAND USES (All spaces are for short-term parking unless otherwise noted)	BICYCLE PARKING CALCULATIONS		
	DOWNTOWN CHARACTER DISTRICT	TRADITIONAL CHARACTER DISTRICT	SUBURBAN and COASTAL CHARACTER DISTRICT
Day Care Home	No spaces required	No spaces required	No spaces required
Religious Institution	1 per 1,200 gsf of assembly area	1 per 1,500 gsf of assembly area	1 per 2,000 gsf of assembly area

Form and Correctness Approved:

By 
Office of the City Attorney

Contents Approved: 

By 
DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO AMEND THE CITY'S GENERAL PLAN, PLANORFOLK2030, SO AS TO ESTABLISH A NEW CHARACTER DISTRICT KNOWN AS THE "COASTAL CHARACTER DISTRICT" IN THE OCEAN VIEW AREA OF THE CITY.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1: That the general plan of Norfolk, plaNorfolk2030, shall be amended so as to establish a new character district to be known as the "Coastal Character District" in certain portions of the Ocean View area of the City. The general plan is hereby amended as follows:

- (a) In Chapter 2, modify Action LU1.1.6 in order to include the Coastal Character District. The amended action shall read as set forth in "Exhibit A," attached hereto.
- (b) In Chapter 2, modify the exhibit showing types of character districts in order to include the Coastal Character District. The new exhibit shall appear as set forth in "Exhibit B," attached hereto.
- (c) In Chapter 2, modify map LU-2, entitled "Character Districts," in order to include the Coastal Character District. The map shall appear as set forth in "Exhibit C," attached hereto.
- (d) In Chapter 2, add new Actions LU1.1.13 and LU 1.1.14 in order to define goals for form standards and the use of pattern books for guiding new development in the Coastal Character District. The new actions shall read as set forth in "Exhibit D," attached hereto.
- (e) In Chapter 13, "Implementing plaNorfolk2030," amend the several rows and all information contained in those rows in conjunction with the amendments and adjustments indicated above as set forth in "Exhibit E," attached hereto.

Section 2:- The Council hereby finds that this general plan amendment is required by public necessity, convenience, general welfare, or good zoning practice.

Section 3:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENTS:

Exhibit A (1 page)

Exhibit B (1 page)

Exhibit C (1 page)

Exhibit D (1 page)

Exhibit E (1 page)

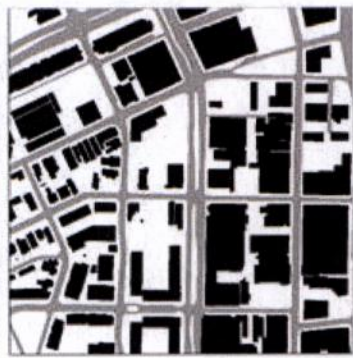
Exhibit A

Action LU1.1.6. Utilize a series of Character Districts (see Map LU-2) to establish differing development standards based on the existing predominant development character in an area.

~~Initial~~ The Character Districts are as follows:

Downtown
<ul style="list-style-type: none">○ Downtown areas developed first with a broad range of higher-intensity uses, limited on-site parking, common open and green space, and widespread pedestrian and transit accessibility.
Traditional
<ul style="list-style-type: none">○ Areas primarily developed in the early 20th Century, with a grid pattern of streets, smaller lots, and a variety of uses located in proximity to one another.
Suburban
<ul style="list-style-type: none">○ Suburban areas developed after WWII with more curvilinear streets, larger blocks and lot sizes, and a greater separation of uses.
<u>Coastal</u>
<ul style="list-style-type: none">○ <u>Areas along the Chesapeake Bay developed in a linear fashion centered on Ocean View Avenue, broken up by a repeating pattern of north-south streets leading to beach accesses, and developed with an eclectic mix of housing types interspersed with neighborhood-scale commercial uses.</u>

Exhibit B



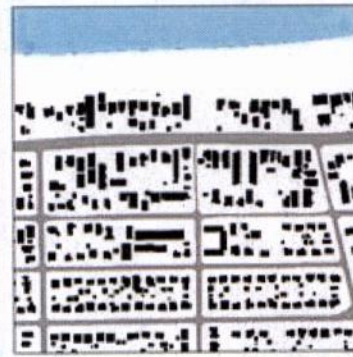
Downtown Character District



Traditional Character District



Suburban Character District



Coastal Character District



Exhibit C

MAP LU-2. CHARACTER DISTRICTS

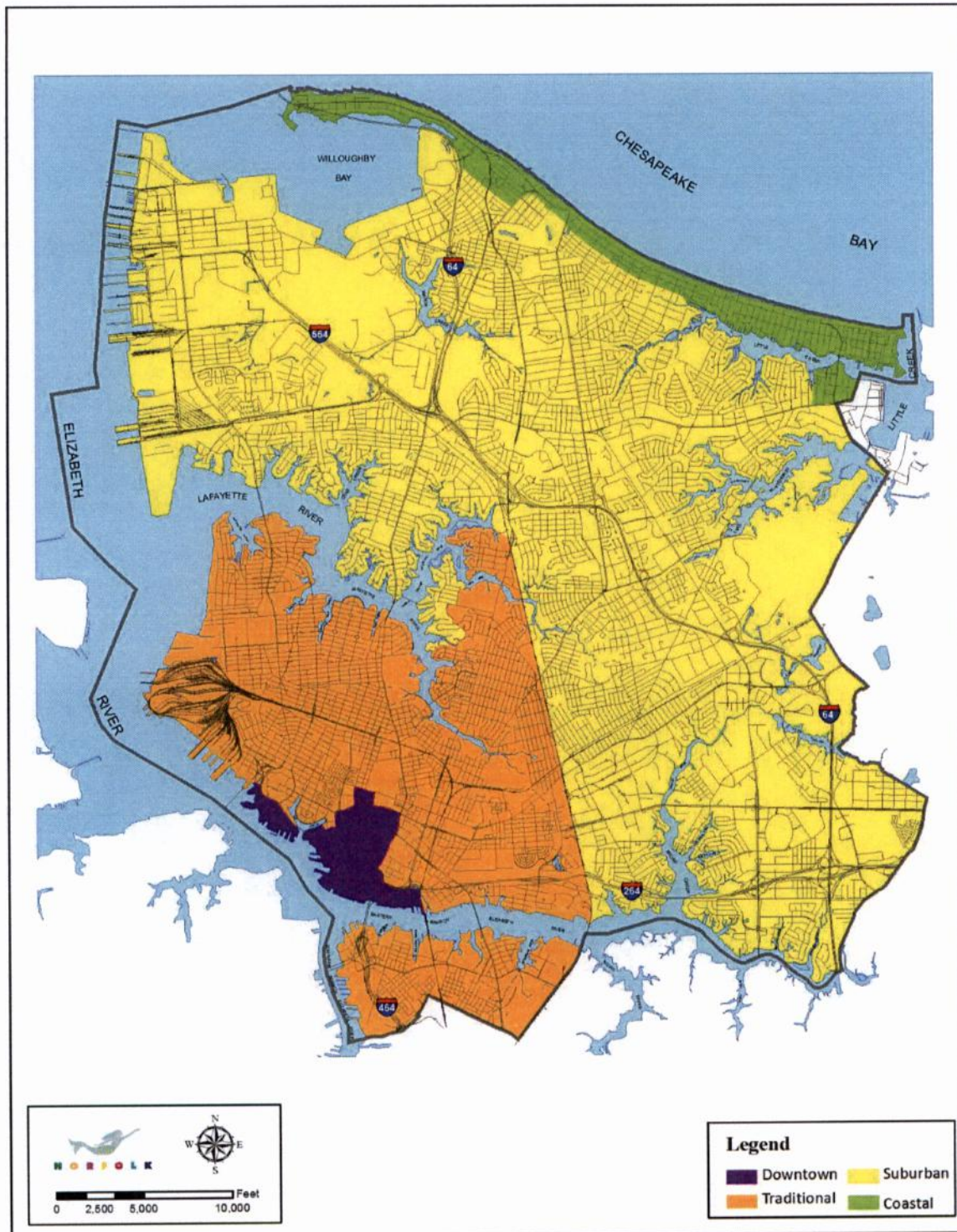


Exhibit D

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Action LU1.1.13. Ensure that new development in the Traditional and Coastal Character Districts fits with the predominant development character in those areas by incorporating more strict form standards into the Zoning Ordinance.

Action LU1.1.14. Develop pattern books to clearly establish the appropriate development form and style for all new development in the Traditional and Coastal Character Districts, and for new commercial and multifamily development in the Suburban Character District.

...

Exhibit E

Table IP-1. Implementation Matrix

			TIMEFRAME FOR	COST		
IMPLEMENTATION ITEM	ACTION	LEAD RESPONSIBILITY	COMPLETION	CATEGORY	COMMENTS	
Land Use Goal 1. Ensure that the type and quality of land uses will complement or enhance the community's physical characteristics.						
Outcome LU1.1. Future land use map and categories that respect neighborhood characteristics and meet the demand for each type of use.	LU1.1.13	Ensure that new development in the Traditional and Coastal Character Districts fits with the predominant development character in those areas by incorporating more strict form standards into the Zoning Ordinance.	Planning	*	*	Part of work program for LU1.2.1.
	LU1.1.14	Develop pattern books to clearly establish the appropriate development form and style for all new development in the Traditional and Coastal Character Districts, and for new commercial and multifamily development in the Suburban Character District.	Planning	Short-Term	\$100,000 to \$250,000	